

## THE BLOOMFIELD CITIZEN

A WEEKLY JOURNAL

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NEWS ITEMS, NOTICES AND REPORTS MUST BE SENT TO THE OFFICE NOT LATER THAN THURSDAY EVENING OF EACH WEEK, IF THEY ARE TO APPEAR IN THE CURRENT NUMBER.

TRANSIENT NOTICES, FIFTY CENTS FOR EIGHT LINES, EACH INSERTION. FOR LARGER SPACE AND PERMANENT RATES, APPLY AS ABOVE.

OUR FAIR CORRESPONDENT at Atlanta is most welcome to our columns. Let her send some more such pleasant letters! Her communication will appear next week.

IN QUITE A NUMBER OF INSTANCES we have been told just how THE CITIZEN ought to be conducted. It is remarkable that these critics never sign their names. The anonymous letter writer ought to be made aware that no person of sense ever fully reads such a communication—for it is always intended to wound or irritate—and a single glance shows its contents and its worthlessness. The anonymous letter writer, other things being equal, is invariably a Coward or a Crank.

WE congratulate the Township Committee and the Fire Association upon the action taken on Wednesday evening at the meeting of the Town Committee. The course pursued is one which will command the approval of the citizens of the town, and will tend to promote harmony among gentlemen whom we believe are sincerely desirous of serving the public in the most efficient manner. No injury has resulted from the prudence and caution shown by the Committee, and the fact that their final action was unanimous, argues well for the correctness of their decision.

## TOWN IMPROVEMENTS.

In a recent number of THE CITIZEN the changes on a single year were summed up, making a gratifying exhibit of public and private progress.

The increase of building was shown to have been largely promoted by the spirit of progress displayed in carrying out public projects of great importance to the town. These having been projected by the most conservative and thoughtful citizens had secured a support the lack of which would have been fatal to their success. The results have fully justified the effort made, and seem to point the way to new improvements in the future. A town or a city in its growth is like a house, or a man. Therefore, if neglected, becomes old-fashioned, behind the times, out of joint with the general ideas of the active and energetic part of the community—and out of repair generally.

The latter, when he drops from the current of activity, becomes a cipher, condemned to rotted around a single idea, or two, to spend his life in a treadmill of useless activity, until he drops like a decayed apple from a tree, to be henceforth forgotten. Such also is the fate of the slow city or town—no one cares to visit it—or if they do, hasten away with a scarcely concealed sigh of relief and gladness. It may become, after one or two hundred years, a curiosity to the tourist—a place to rest in, a place to vegetate, to ruminant, perchance to die in, a veritable city of the dead. Such is not however our destiny. Our manufacturers, our energetic tradesmen, our residents whose business calls them to the neighboring cities, demand a different fate. Within a few miles of New York, the great distributing centre of the continent; with exceptional railroad facilities, with abundance of land suitable for business purposes, or the most elegant private residences, we have advantages which are enjoyed by few country villages. But of what avail are advantages without the ability or willingness to employ them? And this not for a limited time or at long intervals, but at all times, with persistency, energy and pluck. If we wish to grow, we must improve. Our competitors are Brooklyn and Jersey City and Newark and the host of towns and villages upon the line of every Railroad leading to the city. It is useless to blink the truth: manufacturers will go where the greatest advantages are offered; people seeking homes will place them where the greatest attractions are to be found. To lie down and do nothing is to lose our opportunity. By united effort we may secure our share of the growth which is sure to come to the towns around New York within the near future.

To do this, we must keep up the war, fight it out upon the same line as in the past. We propose to point out a few of the things to be done the present year.

(1.) Broad Street should be surveyed and straightened. This is the main street of the town. By it the opinion of strangers will largely be formed. It is already a pleasant, well-shaded street, with many fine residences. Starting at the centre it passes the Park, giving glimpses here and there of fine churches, public buildings and residences, gradually ending in a narrow, crooked, ill-regulated street, which mars the beauty of the upper neighborhood and effectually stops improvement in that section of the town. The survey which was made several years ago, makes only moderate changes, removing some of the ugly curves, and giving a roadway of sixty-six feet with straight lines and angles. While it will necessarily take something from individuals in the way of land, the loss is well-distributed, will fall lightly upon all, and will give in return a street of fair width, regularity and beauty. Such a result will be of importance to the whole town, will prepare the way for the water mains, and show such progress as will encourage even old residents, and please strangers. The survey should be carefully examined, and where advisable, proper changes should be made. This will avoid some of the opposition with which the measure has been met in the past.

(2.) Another improvement which is urgently demanded, is our sidewalks. It ought not longer to be delayed. The old board walks have proved a failure. They last but a few years without repair, then become a lasting nuisance; an annoyance to the pedestrian, and dangerous to life and limb. There ought to be no experiments. What we need are walks of gravel or stone.

(3.) Among minor improvements, the ugly railroad bridge over Broad street should be removed. It is not only an eye-sore to the town; it is positively dangerous, requiring frequent repairs, and likely to fall of its own accord when subjected to some unusual strain. Pressure should be brought to bear upon the Railroad Company, which will compel its removal. The new one should be of iron, spanning the whole street. We think it a mistake to make use of the piers which the Company have placed in the gutters. An effort should also be made to have the Company substitute iron bridges for the wooden structures which span Pitt Street and Belleville Avenue.

With the laying of the water mains, Ladd and Hoss Companies should be formed in the outlying districts. These will furnish better protection against fire than any central company however well organized, and will tend to hasten improvements in those districts. Private business will naturally seek the centre of the town, and it will not be long before the burr district and adjoining property is secured for such purposes. Meanwhile, public institutions will do well to avail themselves of the same advantages. We ought to have an insurance, banking and savings building in a more convenient locality, and well situated to insure the business of the town. A place of deposit would be a great convenience. Such are a few of things to be done. Let us consider them well, firmly press them, and hopefully look for progress in these and other directions.

VENUS DE MEDICI IN PETTICOATS.

Yes, such is the decree issued by the Commander-in-chief of the Society for the Suppression of Vice. This may seem like a huge joke; but it was no joke to the unfortunate importer of photographs of celebrated works of art, whose business was almost destroyed, for a time, by the prosecution (persecution would be more accurate) of the S. S. V. He was indicted for selling "indecent" pictures. When the trial came off, his counsel showed that some of the very pictures, the photographs of which were made a cause of action, were on exhibition at the National Academy of Design. He very pertinently remarked, if it was wrong to sell the copy it was still worse to expose the original to view. He also contended that pictures and statuary, similar to the ones objected to, could be found in the homes of thousands of cultivated and refined and most eminently respectable families of the city and nation. The jury should have brought in a verdict in favor of the defendant without leaving their seats; but no, there were three or four ignoramus out of whose ideas of art were gained from the study of gift chromos, and whose ideas of modesty were inexplicably tangled up in their long skirts. The rest of the jury, however, would not agree to put on record a verdict which, should it serve as a rule of action, would bring three-quarters of the ladies and gentlemen of New York into court to defend their treasures and their characters. So the matter dropped.

Why is it that men like Comstock, who can and do accomplish so much good, will insist on making themselves ridiculous in the eyes of the great moderate party, from whom they must receive their main support? We have known, personally and by reputation, many good Christian ladies and gentlemen, not a few of the latter pastors of churches, who have visited the principal art centres of the world. We do not know of a single one who willingly omitted to carefully inspect the Venus de Medici, the Apollo Belvedere, Michael Angelo's David, Rubens' Battle of the Amazons, and scores of similar and not less noted works. Nor are we aware that anything but good resulted to them from

their study. Those best qualified to judge, declare that these things elevate, and not the contrary. Those who believe that Cupid should never be welcomed except in modern hunting costume, have a perfect right to their opinion, but they should not find fault without cause with those of us who prefer him wearing as of old, only a pair of wings and a quiver.

## THE CASE OF BILLY MCGLORY.

Mr. WILLIAM MCGLORY, innkeeper and publican, of the city of New York, has recently removed his residence to that fine specimen of Egyptian architecture known as "The Tombs." Mr. McGlorey was greatly abashed by finding that "table beer" evidently was regarded as an intoxicating beverage. His subordinates were as ignorant and innocent as possible. Nevertheless, and in spite of the manifold efforts of his official friends, Mr. McGlorey's place was "pulled" in due form. It was pulled, in fact, like candy, but it was not nearly so sweet.

Mr. McGlorey therupon changed his abode; not willingly, but as it were, perhaps. It could not be supposed that he would enjoy it. What were the husks of prison diet to the gorgeous banquets (accompanied with table beer) whereof he was accustomed to partake? As a man greatly cast down, he reflected; while he reflected he planned; and the result of his plan was that he became penitent; and this penitence he carefully published.

The fatigued calves have not been slain—but, really, they ought to be, if the way in which they gambol about the repentant McGlorey be any proof. Some of them have glorified him beyond even his very remarkable name. They "God bless Billy McGlorey!" on every occasion, public as well as private. It seems as if his new found desire to be a temperance man is natural enough for them. His faith is sufficient without works. He is looked upon as fully whitewashed and completely sanctified, all at once.

Mr. McGlorey may be sincere. Far from us it be to deny the fact. But the repentence is too sudden to be safe. And it may produce some self-righteousness on Mr. McGlorey's part, if he is exalted too soon to a pinnacle of honor. He may be tempted to cast himself down therefrom, and then it would need a deep stratum of fatted calves to break his fall.

## TIME TABLES.

Carefully corrected up to date.

DEL., LACK. &amp; WESTERN RAILROAD.

Barclay and Christopher Street Ferries.

## TO NEW YORK.

Leave Montclair—6:03, 7:15, 7:55, 8:28\* 9:15, 10:15, 10:35  
11:35, a.m. 12:50, 1:40, 3:30, 5:25, 6:10, 6:57,  
8:15, 9:40, 10:45, 11:45 p.m. 12:20 a.m.  
Arrive Newark—6:03, 7:15, 7:55, 8:28\* 9:15, 10:15, 10:35  
11:35, a.m. 12:50, 1:40, 3:30, 5:25, 6:10, 6:57,  
8:15, 9:40, 10:45, 11:45 p.m. 12:20 a.m.  
Arrive New York—6:23, 7:30, 8:00, 8:40, 9:10, 10:50, 11:50 a.m., 1:05, 1:35, 3:47, 5:00, 5:40, 6:38, 7:26, 8:37, 10:22 p.m.  
Arrive Newark—6:50, 8:00, 8:40, 9:10, 10:50, 11:50 a.m., 1:20 a.m., 1:50, 2:40, 3:30, 4:20, 5:30, 6:10, 7:10, 7:55, 9:10, 10:40, 11:55 p.m.

## FROM NEW YORK.

Leave New York—6:30, 7:20, 8:10, 9:30, 10:30, 11:20 a.m., 12:40, 1:20, 2:40, 4:20\*, 4:50, 5:30, 6:20, 7:10, 8:30, 10:00, 11:15 p.m.  
Leave Newark—7:15, 7:55, 8:43, 10:03, 11:03, 11:30, a.m. 12:45, 1:30, 2:45, 4:24, 5:04, 5:37, 6:15, 7:00, 8:20, 9:43, 11:10 p.m. 12:20 a.m.  
Arrive Montclair—6:51, 7:26, 8:09, 8:55, 10:15, 11:15 a.m., 12:05, 1:20, 2:35, 4:24, 5:04, 5:37, 6:15, 7:00, 8:20, 9:45, 11:10 p.m. 12:20 a.m.  
Arrive Newark—6:23, 7:30, 8:00, 8:40, 9:10, 10:50, 11:50 a.m., 1:05, 1:35, 3:47, 5:00, 5:40, 6:38, 7:26, 8:37, 10:22 p.m.  
Arrive New York—6:50, 8:00, 8:40, 9:10, 10:50, 11:50 a.m., 1:20 a.m., 1:50, 2:40, 3:30, 4:20, 5:30, 6:10, 7:10, 7:55, 9:10, 10:40, 11:55 p.m.

## TO NEW YORK.

Leave Newark—6:00, 8:30, 12:00 a.m. 3:40, 4:40, 5:40, 6:20, 8:00 p.m. Leave 23rd Street 15 minutes later.

Arrive Bloomfield—6:40, 9:21 a.m., 12:43, 4:19, 5:24, 6:26, 7:15, 8:29 p.m.

Arrive Montclair—7:02, 9:23 a.m., 12:49, 4:29, 5:29, 6:31, 7:16, 8:50 p.m.

Also a Saturday train from Newark at 12 m., for the accommodation of theatre-goers, arriving at Montclair at 12:32 a.m.

Also a Sunday train from Newark at 8:45 a.m. and 6:15 p.m.

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